

Study Purpose:

- The goal of this study is to produce design standards that provide for safe, efficient, effective and environmentally sustainable transportation corridors within limited Right-of-Way corridors.
- This will be achieved through the rationalization of road design requirements for various competing right-of-way elements such as sidewalks, on-street parking, streetscaping, utility corridors and underground infrastructure.
- A number of potential safety and/or operational issues shall be assessed in relation to Right-of-Way use (vehicles, pedestrians, and cyclists), driveway access, heavy vehicle movement (i.e. for snow storage, removal and garbage collection), transit operations and emergency access.



Study Background:

- The City has approximately 167 road sections with Right-of-Way widths less than 16 metres.
- Over the next several years, many of these road sections are scheduled for rehabilitation.
- Current city standards address Substandard Right-of-Way design requirements.
- The City is taking a pro-active approach to resolve this through the preparation of standard cross sections for these roads.

Substandard Right-of-Way Issues:

Roadway:

- *Emergency Vehicles*
 - Access for a standard fire truck requires at least 3.6 metres of roadway
 - Section 3.2.5.6 of the Ontario Building Code (OBC) mandates that an access route for fire department shall have a clear width not less than 6 metres
- *Waste Management*
 - Access for a garbage truck requires at least 2.9 metres of roadway
- *Snow Storage and Removal*
 - Access for a snow plough requires at least 3.7 metres of roadway
 - The extent of pavement lost on each side of the road after a winter storm is typically 0.5 metres
- *Parking*
 - In roadways narrower than 6.0 metres, a parked vehicle could obstruct the movement of larger vehicles
 - Every lane of parking reduces the available right- of-way by 2.4 metres



Sidewalks:

- *Utilities*
 - Reduce space allocated for boulevard
 - Safety and Accessibility Issues are of consideration
 - Location regulated by Offset and Setback standards
 - Legal issues (i.e. easement)
- *Waste Management*
 - Reduce space allocated for boulevard
 - Use of Private and Public Property
 - Conflict with snow storage
- *Snow Storage*
 - Reduce space allocated for boulevard
 - City Policy requires curb face sidewalks to be plowed
 - Use of Private and Public Property
 - Conflict with waste management
- *Parking*
 - Increase the perceived safety of pedestrians
 - Provides support to commercial areas
 - Every lane of parking reduces the available right- of-way in 2.4 metres

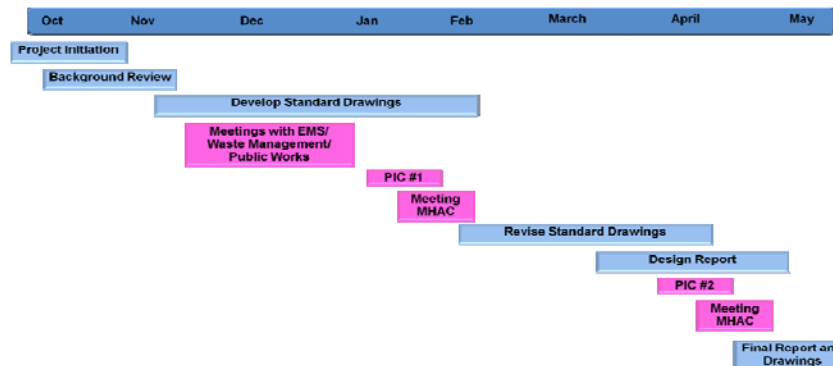


Parking:

- *Emergency Vehicles*
 - Operation of emergency vehicles are affected by parked vehicles
 - Lateral clearance distance need to set up and operate equipment is approximately 6.0 metres
- *Waste Management*
 - Garbage collection could be obstructed by parked vehicles
 - Operation of a garbage truck requires at least 3.7 metres of roadway
- *Snow Storage and Removal*
 - Snow storages could reduce space allocated for parking
 - Major winter events requires the implementation of on-street parking restrictions
 - Public Works delays snow clearing when parking prevents access
- *Sidewalks and Boulevards*
 - Reduce space allocated for parking
 - A sidewalk in one side of the road requires at least 3.0 metres of the available right-of-way



Schedule:



Public Consultation:

The Public Consultation process has been designed to solicit input on the Substandard Right-of-Way issues. Through this process, the City is requesting how the Public value these issues. On the attached form, please indicate how you value these issues on a declining scale with 5 being the highest value and 0 being no value at all.

